

ENVIRONMENTAL STATEMENT VOLUME 1: NON TECHNICAL SUMMARY

Land to the North and South of
Dearne Valley Parkway
Gateway 36 Phases 2 & 3

Harworth Group

January 2020



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1. Introduction

Purpose of the Non-Technical Summary

- 1.1 This Non-Technical Summary (NTS) of the Environmental Statement (ES) has been prepared to accompany the hybrid planning application for land to the north and south of the Dearne Valley Parkway, Barnsley (Local Plan site refs: ES15 and ES17).
- 1.2 The ES has been prepared on behalf of the Harworth Group, who own the sites.
- 1.3 The following supporting plans are appended to this Non- Technical Summary.
- Application Boundary Plan (Site Location Plan) Appendix 1.1;
 - Illustrative Masterplan – Appendix 1.2, and;
 - Parameter Plan – Appendix 1.3.

The Site

- 1.4 The sites lie to the north and south of the Dearne Valley Parkway adjacent to Junction 36 of the M1. The sites are allocated for employment development within the adopted Barnsley Local Plan. Site ES15 is situated to the north of the Dearne Valley Parkway and Site ES17 is situated to the south of the Dearne Valley Parkway.
- 2.1 The sites are part of a former colliery (now remediated) and are currently vacant. Site ES17 forms part of the wider Hoyland North Masterplan Framework area. The Hoyland North Masterplan Framework was adopted in December 2019. It has been agreed with BMBC that the ES prepared for this application will include a cumulative assessment of the Hoyland North Masterplan sites¹.
- 2.2 The total area of the application sites is 37.76 hectares. Site ES15 slopes down from the Dearne Valley Parkway. Site ES17 slopes steeply upwards from the Dearne Valley Parkway.
- 2.3 Both sites will be accessed via the Dearne Valley Parkway, site ES15 from a new roundabout to be created as part of the development and ES17 from the existing Shortwood Roundabout. A full topographical survey has been undertaken for the sites which has been used to inform the contour details for the proposed development. There are public rights of way traversing both sites which will be diverted and upgraded as part of the development proposals. Both sites are characterised by dense woodland.

Proposed Development

- 2.4 The description of development (agreed with Barnsley Metropolitan Borough Council BMBC²) is as follows:

‘Hybrid planning application for a development up to 102,193sqm of employment uses (use classes B1/B2 and B8) and associated works including provision of internal access roads, drainage and landscaping,

¹ In accordance with Schedule 3 1(b) of the EIA Regulations 2017(p71).

² Email to Andrew Burton of BMBC dated 8th January 2020.

**a) Outline with all matters reserved apart from means of access; and,
b) full application for associated earthworks and creation of access points including new roundabout to access Local Plan allocation site ES15.'**

- 2.5 The area of the application site is 37.76ha. Table 1 outlines the proposed development within the site.

Unit	Floorspace (sqm)
Rockingham 2 – ES17	
Unit 1	2,415.5
Unit 2	2,415.5
Unit 3	2,787.1
Unit 4	4,645.2
Unit 5	5,574.2
Unit 6	7,432.3
Unit 7	23,225.6
Unit 8	2,322.6
Unit 9	12,077.4
Rockingham 3 - ES15	
Unit 1	2,322.6
Unit 2	23,225.8
Office detail 10% of upper levels	8,844.8
Overall Total	97,288.2

**Table 1.1: Indicative floorspace details – as identified on illustrative masterplan.
(All units are for employment use – use class B1/B2/B8)**

- 2.6 The proposed development has been designed to complement and integrate with the Hoyland North Masterplan area together with the wider Hoyland area. The proposals represent the first phase of the Hoyland Masterplan development. An illustrative Masterplan (Appendix 1.2) has been prepared to show the development proposals in the context of the wider area.

Environmental Statement

- 2.7 The ES has been prepared in accordance with Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This Non-Technical Summary outlines the key findings within each topic chapter of the ES. These assess the significant effects of the proposed development and associated mitigation proposals.
- 2.8 The topic chapters are as follows:
- Air Quality;
 - Traffic Movements;
 - Ecology and Associated loss of Habitat, and;
 - Landscape and Visual Impact Assessment.
- 2.9 Each topic chapter has considered the application sites and also the wider cumulative development on the Hoyland North Masterplan sites (shown at Figure 1.1 p6) as agreed with BMBC.

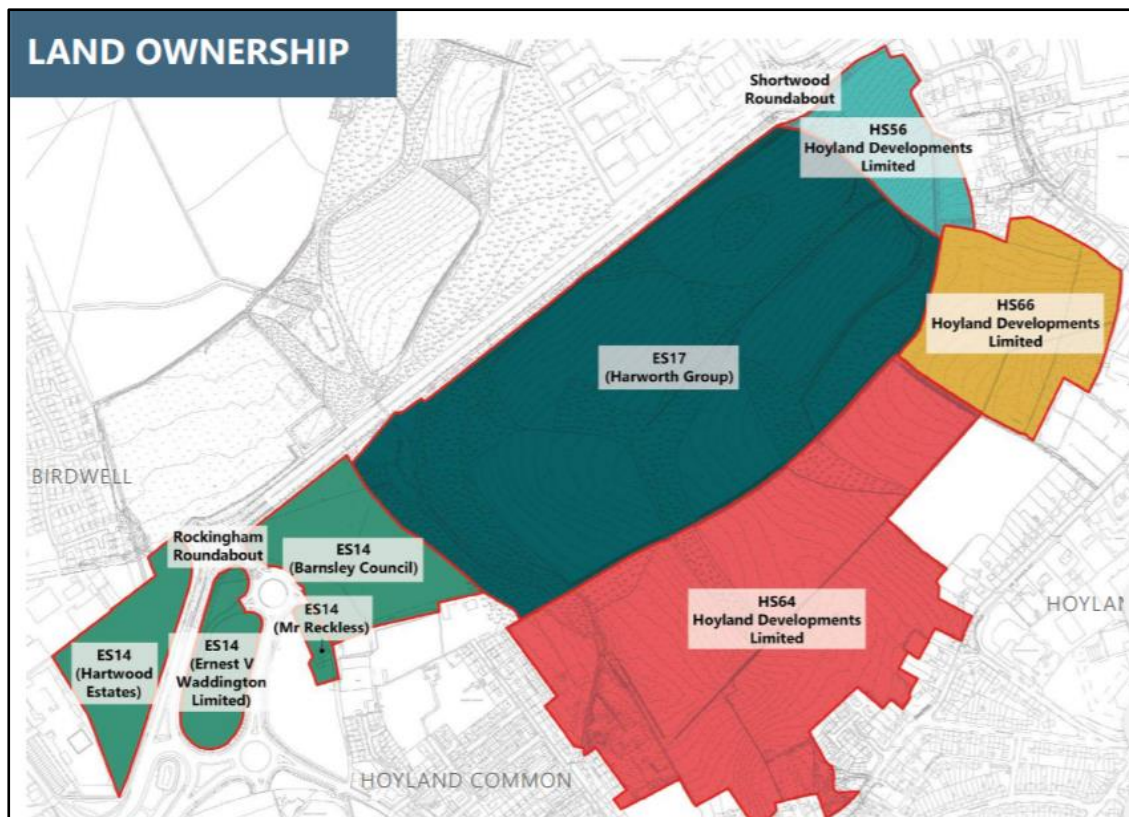


Figure 1.1: Hoyland North Masterplan Area and Land Ownership

- 2.10 Each environmental topic forms a separate chapter of the ES. For each topic the following criteria are addressed:
- Legislation Policy and Guidance;
 - Methodology and assessment criteria;
 - Baseline conditions;
 - Identification of likely effects;
 - Evaluation and assessment of the significance of identified effects (taking into account any mitigation measures proposed as part of the development);
 - Cumulative Impacts, and;
 - Identification of any further mitigation measures to avoid, reduce or remedy adverse effects (in addition to those measures which form part of the proposals).
- 2.11 The purpose of defining a common approach is to ensure that each of the topics follows a consistent definition of significant effects as required by the 2017 EIA Regulations.
- 2.12 The significance of effect from the proposed development is defined by assessing the potential impacts upon various environmental receptors for each of the topic areas. For example for the Air Quality Chapter environmental receptors refer to known air quality monitoring locations.
- 2.13 The significance of the effect is determined through considering the likely impacts on each of the Environmental receptors when assessed against the relevant baseline conditions. The sensitivity and magnitude of the impact are then considered against the baseline to consider the significance of the effects of the development (both in terms of benefits and adverse conditions).

2.14 The key findings of each of the topic areas are summarised in the following chapters.

2. Air Quality

- 2.1 The project is within the administrative area of BMBC. BMBC has six Air Quality Management Areas (AQMA's).
- Barnsley AQMA No.1: An area along the M1 between Junction 35a and Junction 38, including Haigh, Darton, Cawthorne Dike, Higham, Dodworth, Gilroyd, Rockley, Birdwell, and Tankersley. The area extends 100m either side of the central reservation;
 - Barnsley AQMA No.2: An area encompassing the A628 from junction 37 of the M1 to Town End roundabout, including part of Summer Lane from Town End roundabout to Wharncliffe Street;
 - Barnsley AQMA No.4: An area encompassing the southbound carriageway of the A61 Harborough Hill Road from the PC World gyratory to the southbound slip road of the A61 near to its junction with Queens Road;
 - Barnsley AQMA No.5: An area encompassing the junction of Rotherham Road and Burton Road;
 - Barnsley AQMA No.6: Incorporating the A616 road through Langsett; and,
 - Barnsley AQMA No.7: Incorporating the southbound carriageway of the A61 Sheffield Road adjacent to the junction with the A6133 Cemetery Road.
- 2.2 The closest AQMA to the proposed development site is Barnsley AQMA No. 1 which is located 0.7 km west-south-west of the site boundary. As part of the air quality assessment receptors within the AQMA were assessed to determine any effects in air quality as a result of the proposed development.
- 2.3 The main emissions during construction are likely to be dust and particulate matter generated during earth moving (particularly during dry months), or from construction materials. With the proposed good practice measures (including a Construction Management Plan) it is not considered that further mitigation measures will be required during the construction phase. The Air Quality Consultant has concluded that likely significant impacts during the construction phase are anticipated to be negligible.
- 2.4 For the operational phase the number and type of proposed vehicles has been assessed as changes in road vehicle emissions are the most important consideration during this phase of the development. Detailed modelling has been undertaken as part of the Air Quality Assessment produced for the site. Using the provided traffic data, the effect of the development is predicted to be negligible at all receptors in the assessment year of 2029. Whilst no mitigation is required, best practice measures are included in the Travel Plan for the site which will seek to reduce reliance on single occupancy vehicle trips.
- 2.5 Overall, the air quality impact is predicted to be negligible taking into account the changes in pollutant concentrations and the operational air quality effects.

3. Traffic Movement

- 3.1 This section considers the potential traffic and highways impact of the development (and the cumulative impact of the development when considered with the Hoyland North Masterplan sites).
- 3.2 The section builds on analysis contained within the Transport Assessment (TA) which assesses the sites accessibility and their impact on the local highway network. It then considers the impact of the traffic generated by the Development on the surrounding network and identifies any appropriate mitigation that is required.
- 3.3 The Environmental Management and Assessment (IEMA) guidelines state that the following environmental effects (Table 3.1) should be considered when assessing traffic from an individual development.

Noise	Fear and Intimidation
Vibration	Accidents and Safety
Visual Effects	Hazardous Loads
Severance	Air Pollution
Driver Delay	Dust and Dirt
Pedestrian (and Cycle) Delay	Ecological Effects
Pedestrian (and Cycle) Amenity	Heritage and Conservation Areas

Table 3.1 Traffic Related Environmental Effects

- 3.4 The impact of the proposed development on the identified effects are summarised below:

Severance

- 3.5 In accordance with the IEMA guidelines, receptors are likely to experience ‘minor’ changes in severance when traffic flows change by 30% or more with changes in traffic flows of 60% and 90% producing ‘moderate’ and ‘major’ changes in severance. Traffic changes in excess of the 30% threshold are not expected on any link in the peak hour, therefore the effect of the development on severance is negligible.

Driver Delay

- 3.6 The IEMA guidelines note that driver delays are only likely to be significant when traffic on the network surrounding the development is already at, or close to capacity.
- 3.7 The TA previously identified that there will be increases in congestion at the two assessed junctions as a result of the completed development, however these junctions still operate with significant spare capacity in the 2029 Design Scenario. The impact of the development on driver delay is considered to be negligible.

Pedestrian and Cycle Delay and Amenity

- 3.8 The IEMA guidelines indicate that increase in traffic of around 30% can double the delay experienced by pedestrians and cyclists attempting to cross the road. The changes in traffic as a result of the development will not result in any significant delay to pedestrians and cyclists and therefore the effect will be negligible.

Fear and Intimidation

- 3.9 Levels of fear and intimidation experienced by pedestrians are dependent on the volume of traffic, its HGV composition and factors such as speed, size and proximity of vehicles. The assessment demonstrates that the increase in HGV traffic is significantly below the 10% threshold for detailed assessment. The effect of the development on fear and intimidation is considered to be negligible.

Accidents and Safety

- 3.10 Personal injury accident data has been obtained from www.crashmap.co.uk for the highway network in the vicinity of the Site for the most recently available five year period between 1st January 2014 and 31st December 2018 (most recent five year period available). There were a total of 21 slight accidents, 2 serious accidents and no fatal accidents recorded during the 5-year period within the vicinity of the site. Whilst any accident is regrettable, having reviewed the accidents in detail there is no evidence to suggest that the proposed development will materially exacerbate the existing situation. The assessment has been made of the causation factors of these accidents and it is considered that the additional traffic generated by the development will not have any significant adverse impact on highway safety and therefore the effect is negligible.
- 3.11 The assessment of operational traffic impacts concluded that there were no link locations that are predicted to encounter significant increases in traffic as a result of the development.
- 3.12 A number of mitigation measures have been identified which are to be included as part of the development. These mitigation measures include, minor improvements to three junctions on the local highway network, the implementation of a Construction Traffic Management Plan will ensure the impact of additional HGVs during the construction period is kept to a minimum and the implementation of a Travel Plan which will encourage and promote sustainable travel to the development once operational.
- 3.13 The results of this assessment have indicated that the potential environmental effects resulting from the increase in traffic generated by the development are predicted to be minor or negligible.

4. Ecology and Associated Loss of Habitat

- 4.1 A full programme of ecological surveys has been taken to inform an ecological impact assessment of the proposed development. These included Great Crested Newt (GCN) surveys bat activity surveys, breeding bird surveys amphibian surveys, invertebrate surveys, badger surveys, hedgehog surveys and reptile surveys.
- 4.2 No local, national or international level statutory designations were returned for the search areas. Three non-statutory designations at a local level exist.
- Shortwood and Hay Green – Local Wildlife Site.
 - Barrow Colliery Site – Local Wildlife Site.
 - Dearne Valley Green Heart - Nature Improvement Areas.
- 4.3 Due to the low level of impact resulting from the application site it is considered that there will be no cumulative impacts with other schemes upon any non-statutory sites of nature conservation interest during the demolition and construction phase. Each development, including the site itself, will result in the unavoidable displacement of mobile species, including breeding birds and foraging/commuting bats. However, no particularly sensitive species have been identified and given the relatively disturbed and urbanised nature of the surrounding area important assemblages are unlikely. On this basis, cumulative impacts to fauna are likely to be of significance at a local level at most.
- 4.4 An analysis of the predicted biodiversity net gain for the development has been undertaken. The analysis demonstrated that there will be a net gain as part of the development proposals.
- 4.5 The residual ecological effects resulting from construction and operation of the site can be summarised as follows:

Ecological Features	Effects	Magnitude	Mitigation	Residual Effect
Shortwood and Hay Green LWS	Temporary short-term negative impact on limited extent of feature.	Minor	General Construction Site Impact Avoidance Measures, Lighting Strategy	Negligible
Barrow Colliery Site LWS	Negligible	Negligible	n/a	Negligible
Semi-natural Broadleaved Woodland	Direct negative impact on vegetation	Major	General Construction Site Impact Avoidance Measures, Lighting Strategy, Construction Access Restrictions Creation of extensive native woodland and scrub as part of the green infrastructure proposals	Minor beneficial effect of local significance
Semi-Improved Grassland	Direct negative impact on vegetation	Major	General Construction Site Impact Avoidance Measures, Lighting Strategy, Construction Access Restrictions, Management Plan Creation of some areas of open grassland and management of retained areas.	Minor negative effects of local significance

Ecological Features	Effects	Magnitude	Mitigation	Residual Effect
Open Water	Temporary short term indirect negative impact on retained vegetation	Minor	General Construction Site Impact Avoidance Measures, Lighting Strategy, Drainage Proposals, Construction Access Restrictions, Management Plan	Negligible
Hedgerows	Permanent negative direct and indirect impacts.	Major	General Construction Site Impact Avoidance Measures, Lighting Strategy, Construction Access Restrictions, Habitat Creation, Management Plan	Negligible
Running Water	Temporary short term indirect negative impact on retained vegetation	Minor	General Construction Site Impact Avoidance Measures, Lighting Strategy, Drainage Proposals, Construction Access Restrictions, Management Plan	Negligible
Amphibians	Permanent negative direct and limited temporary short-term indirect impacts.	Moderate	General Construction Site Impact Avoidance Measures, Lighting Strategy, Drainage Proposals, Construction Access Restrictions, Management Plan	Negligible
Bats	Permanent negative direct and limited temporary short-term indirect impacts	Minor	General Construction Site Impact Avoidance Measures, Lighting Strategy, Construction Access Restrictions, Habitat Creation, Management Plan	Minor negative effect on fauna of local significance
Birds	Permanent negative direct and limited temporary short-term indirect impacts	Minor	General Construction Site Impact Avoidance Measures, Lighting Strategy, Construction Access Restrictions, Habitat Creation, Management Plan	Minor negative effect on fauna of local significance

Table 4.1 Residual Effects Summary

5. Landscape and Visual Impact

- The assessment of landscape and visual effects and impacts is supported by desk based analysis of relevant studies, and primary research which has informed the preparation of a Landscape and Visual Impact Assessment.
- The Landscape and Visual Impact Assessment has been prepared in consultation with BMBC. The viewpoints for assessment were agreed with BMBC, a plan of the viewpoints is included at Figure 5.1 (below).



Figure 5.1 – Viewpoints Plan

- The application sites are of low tranquillity due to its proximity of the A6195 and M1 and associated constant road noise. The site and the surrounding landscape are seen as an urban edge transition and have seen numerous changes and continued urbanisation over the last 10 years.
- The landscape value is judged to be of medium quality condition and is not considered to be rare or unusual. The site has no statutory or non-statutory designations. The development will result in a net loss of established woodland, which will have an effect on both the landscape character and visual amenity.
- The undeveloped compartments of ES15 and ES17 currently provide a source of visual separation between the business parks along the A6195 (Dearne Valley Parkway) and between the villages of Birdwell and Hoyland which is provided by established woodland compartments. The proposed scheme will result in a net loss of these wooded

compartments. However, the landscape strategy of woodland screening will provide partial and filtered screening to the site once established.

- It is judged that the development would incur a low adverse effect on the character of the wider landscape during construction, but a moderate adverse effect upon the site itself, which is considered significant. Similarly, during operation, the urbanising effect of the proposed scheme would realise an insignificant effect upon the local landscape character area beyond the site, due to the overall scale of intervisibility and the proposals being in line with the surrounding developments but would have a moderately adverse effect on the site itself, which is significant.
- In terms of views, many views of the development from the south and east will be screened or filtered by the Hoyland North Masterplan Framework development. These views would be replaced by housing, which encloses two sides of the site and offers a continuation of residential use from these directions.
- Overall, the viewpoints demonstrate that the majority of views into the site are currently seen within the context of the existing commercial units and that once mitigation planting becomes established, the identified impacts will not be significant.
- When considered alongside the Hoyland North Masterplan Framework, it is judged that there are no significant cumulative effects.

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